

The Times - Dispatch

DAILY - WEEKLY - SUNDAY.

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FRIDAY, APRIL 21, 1911.

BRYAN STILL AFTER MARTIN.

William Jennings Bryan continues in his paper, The Commoner, this week his attack upon Senator Martin, of Virginia, and urges the people of this State to retire him from the Senate, because, as he alleges, Mr. Martin is a machine politician of the Aldrich brand, without the ability of Aldrich. That is to say, Mr. Martin is not a machine politician of the Bryan brand, and therefore, is not acceptable to Bryan. Defeated in his impudent, not to say infamous, attempt to defeat Mr. Martin for minority leader of the Senate at Washington, Mr. Bryan has determined to "carry the war into Africa," and calls upon the people of Virginia to join him in his most outrageous crusade against the Senator from this State.

We much mistake the people of Virginia, whatever their personal feeling towards Mr. Martin and their opposition to him in previous campaigns, if they do not resent this attempt of the Nebraskaian to interfere with the purely local affairs of the Democracy of Virginia. Their own self-respect, their proved ability to manage their own affairs, their distrust of the thoroughly discredited "leader" who has led them for fifteen years only to defeat, should make them say to this troublemaker that they need neither his counsel from a distance nor his presence among them.

There was never anything more impudent or disgraceful than Mr. Bryan's attempt to compel the organization of the Democratic minority of the Senate in his own interest. He was defeated there, as he will be wherever he shall strive to better his own bread at the expense of the party. The Democrats who voted against Mr. Martin for minority leader of the Senate have since expressed their entire approval of his course since his election, of his fair play to those who were opposed to him at the dictation of Mr. Bryan, and there will be, as there ought to be, wide denunciation of his present effort to boss Virginia.

As for the comparison of Mr. Martin to Mr. Aldrich, it can be, and will be shown, doubtless, before the campaign in Virginia is over that Mr. Bryan has been as unfair in this as he has been in so many of his other ventures into politics, and always for his own benefit. As for Martin's "ability" as compared with that of Aldrich, there is little to say except that Martin is still a poor man, having devoted his "ability" to the service of his State and not to the promotion of "the interests." It might very well be added that Martin has been so busy discharging the legitimate functions of his office that he has not had the time to use his mouth for the benefit of his own pocket, and that he has not sought to build up a machine which might assist him to larger national importance.

TRIUMPHANT IN TAZEWELL.

Score another point in the good roads campaign for Southwest Virginia. Tazewell county gave the proposed \$625,000 good roads bond issue a majority of 864 out of 1,316 total votes cast in the election on Tuesday. Only two precincts failed to give a majority for the bond issue, and in one of these the majority was only one on the anti-bond issue side. In several of the precincts, no vote was cast against the bond issue.

That is a "bully" showing for Tazewell. It was accomplished—this majority of 864—against organized and determined opposition. Things looked rather unpromising for awhile, but the good roads advocates were undaunted, and carried the day. Six hundred and twenty-five thousand dollars is a large sum for a county to expend on a single object. But the people of Tazewell are full of that progressive spirit that makes a county great and makes it grow, and they had the courage to take a broad view of the proposition and to back it up with their votes.

"Watch Tazewell grow!" is the admonition of a correspondent from that county, but it is a bit superfluous. Any county that will spend that much money on good roads is obliged to grow; it can't help it—it needs it to grow, because nothing can stop its growth.

Three things carried the bond issue in Tazewell: the efforts of its progressive citizens, the unwavering and persistent support of the press, and thorough organization on the part of the good roads advocates. These three factors when combined will carry a bond issue anywhere. Such a joining of forces is irresistible.

Nor is it out of place here to comment on the superb work for good roads done by the Tazewell Republican and the Clinch Valley News, both published in Tazewell. They gave column upon column of their space to the advocacy of the bond issue and kept up a heavy firing that resulted in victory. With

out their powerful support, the day might have been lost. They never let up. They set an example to other newspapers in Virginia counties struggling for good roads—the example of keeping everlastingly at it.

One of the newspapers is Democratic, and the other is Republican. Yet both joined hands and eyed with joint might and main for good roads, a great public reform, which no party can claim. The issue is non-partisan, for it affects equally the whole people of the community. As it was in Tazewell, so it should be elsewhere—Republicans and Democrats putting their heads together and pulling in the same yoke for good roads.

Tazewell's example is inspiring. Cannot some of the counties outside of Southwest Virginia gather renewed courage and vigor from thinking on Tazewell and the fight that was made there? Shall it be said that the only progressive counties in the State are hereafter to be within the confines of the Southwest?

INCUBATORS AND INSURANCE.

Are you raising chickens by the incubator method? Is your property insured in any fire insurance company? Do you keep your incubator in the parlor, in the kitchen, or have you a special house built for it separate from your residence? Have you ever thought about the risk you are running by keeping an incubator in your parlor or your kitchen? We have just been told that there is great activity among the chicken raisers of Virginia, and that the rate of insurance is from one-quarter to one-half of one per cent. higher to those who work incubators in their residences than to those who insure their property without insuring their incubator. We are also informed that the man who insures his house and afterwards establishes an incubator in it without informing the insurance company, runs the risk in case of fire of losing his entire insurance.

This is an important matter for those who have protected their property against fire and it is worth while considering. Of course, it is hoped that the chicken raising industry will go right ahead, but it would be well for persons who have insured their property and who contract the incubator habit to consult their agents before installing the incubators in their parlors or bedrooms or kitchens. A stitch in time saves nine.

THE SONG OF THE SOUTH.

Captain J. F. Merry will retire from the service of the Illinois Central Railroad in July. He has been connected with it for thirty years, and has devoted a great deal of his thought and service to the material development of the South. It is not the same thing now that it was when he began his work. There was not much promise in this field many persons thought thirty years ago, but during that period, the life of a generation, no equal area on the face of the globe has in all the annals accomplished so much of substantial achievement against so many apparently insurmountable obstacles as the South. Captain Merry has paid a very just tribute to the Baltimore Manufacturers' Record for its work in this field, and this has incited our contemporary to a reminiscent mood.

When Captain Merry started with the Illinois Central Railroad, a great transportation system with which we in this part of the South have no direct relations, the value of the farm products of the South amounted to \$650,000,000, the value of its factory products to \$155,000,000, the value of its mine products to \$12,000,000, and the value of its forest products to \$20,000,000, making a total of \$1,067,000,000. At that time \$21,000,000 was invested in cotton mills and \$3,500,000 in oil mills. The value of the exports of the South, with its 21,000 miles of railroad, then aggregated \$255,000,000. The deposits in its banks amounted to less than \$150,000,000, and its total wealth was estimated at \$7,005,000,000.

There has been an enormous growth since that far away time. In thirty years the factories of the South have increased the value of their output from \$155,000,000 to \$2,500,000,000. Its farm products have increased in value from \$650,000,000 to \$2,500,000,000. The increase in the value of its forest products measures the difference between \$20,000,000 and \$110,000,000, and the value of its mines has increased from \$12,000,000 to \$250,000,000. The capital invested in Southern cotton mills is fourteen times greater now than it was in 1880. Instead of producing 700,000 tons of pig iron, as it did when Captain Merry began his work, it is now making 3,500,000 tons, or nine times as much as thirty years ago. It is getting 21,000,000,000 feet of lumber, six billion feet more than the cut of the whole country in 1880. It is mining now 100,000,000 tons of coal, 2,000,000 tons of iron ore, 2,100,000 tons of phosphate rock and 200,000 tons of sulphur. The value of Southern exports last year was \$675,000,000, as compared with \$224,000,000 thirty years ago. The railroad mileage of the South is now 73,000 miles as compared with 21,000 miles a generation ago. The bank deposits of the South have increased during this period from less than \$150,000,000 to \$1,100,000,000, and the wealth of the South is now \$22,000,000,000 as compared with \$7,005,000,000 thirty years ago, or \$6,000,000,000 more than the wealth of the whole country fifty years ago.

Yet the South has only started! The rest of the world is beginning to appreciate the inexhaustible resources of this part of the country, a country which has been made great by its own people in their own strength, for it is the dream of our competitors in the war that was fought half a century ago had been carried out, instead of

this marvelous empire of industrial and commercial greatness the South would have been converted into a wilderness. This, however, is a far-reaching note in the "hallelujah chorus" now resounding from the Capes of Delaware to the Gulf of Mexico.

Two days ago the Hon. Franklin MacVeagh, Secretary of the Treasury, bleated in an address to the South Carolina Bankers' Association for some sort of bi-party arrangement in Southern politics. We agree with him on the general proposition, but we had two parties in the South more than thirty years ago and the plan did not really work out to our material or social benefit. We should welcome two parties now if they could be organized and conducted so that the welfare of the people would not suffer, whichever gained the ascendancy.

Nothing was ever gained for the South in a commercial and industrial way until the white people of the South became united in the management of their political affairs. If we could only get rid of the one perplexing problem with which we have been compelled to deal all these years, the situation might be so changed as to justify a division among us on so-called "broad" political issues.

This, however, as we have said, is not germane to the present subject which is simply to again exalt the horn of the South! There is room enough and opportunity enough in this great region, upon which the sunshine of God's favor rests, for all worthy people, whether they come from New England or the West, or from beyond the seas, to share in the really untouchable riches of this rich land which far outshine "the wealth of Ormus and of Ind!"

THE SEVENTH ON PARADE.

There was a memorial parade of the famous New York Seventh Regiment in the Metropolis on Wednesday which recalled to The World "conditions of public sentiment at the time which are not a subject for civic pride to-day." New York's sympathies with the South, measured by the number of cotton bales in its warehouses, and the Southern planters at Saratoga and in Broadway hotels. New York then "took no stock in academic theories concerning the abolition of an institution of which these were concrete products." The project of a Mayor of New York when Sumter was fired on to organize an independent State "vividly illustrates the sentiment of the time," and although "it required more than the Seventh's march down Broadway to galvanize the city's patriotism into life, its influence to that end gives a special significance to its anniversary celebration."

For the Seventh was "the first of local military organizations to depart for the defense of the Capital, and its march in fighting-dress past the crowds probably did more than anything else to arouse the city's dormant patriotism." It really did not "galvanize the city's patriotism into life," but "it did more than anything else to arouse the city's dormant patriotism," which is, generally speaking, very nearly the same thing, the difference in this case being the difference between "arousing" and "galvanizing."

We "disremember" whether the Seventh ever got to the Capital or not, but that is not very important so long as it can hold on to the "prestige" it gained by "being the first of local military organizations to depart for the defense of the Capital." That appears to have been the beginning and the end of its service to the country, and now it has had a memorial day, and has got its name in The World, which does not seem to know, on occasions, that the war is over and that slavery has been abolished.

DR. MANNING SIMONS.

Manning Simons, M. D., one of the most distinguished physicians and surgeons in the South, well known to the faculty in Richmond and a frequent visitor to this town, died suddenly at his home in Charleston, South Carolina, Tuesday night. There will be general and sincere regret among professional men all over the South; for he held very high rank among the first of his calling and adorned his profession by honorable achievement, faithful service and unblemished character.

For forty years a teacher in the Medical College of the State of South Carolina, and at the time of his death and for many years Professor of Surgery and Gynecology, member of the American Medical Association and having held at times the office of president of the Southern Surgical and Gynecological Association, of the South Carolina Medical Association, the South Carolina Medical Society and a member likewise of a number of other medical bodies, he had attained by the simple force of his high character and wide learning many of the most coveted places in his vocation. He was especially distinguished for his skill in surgery, and for the difficult operations he had performed and his written contributions to the science in which he was a leader.

For forty-two years he had followed the healing art among his own people, and to all alike, the poor as well as the rich, his presence was a benediction. Everybody knew him and everybody trusted him. Following the example of the Great Physician, he went about doing good continually to the end of his days. Forty years is a long period and forty years filled with service to the poor and sick and afflicted, day and night, summer and winter, in storm and rain and sunshine must bring with it not only the confidence and affection of one's neighbors, but the blessing of God Almighty.

Dr. Simons was in his sixty-fifth year, and at the very zenith of his powers. He was not only gifted in his easy and rapid communication with, and access to the railroads, that have

companion, strong with the strength of well-grounded convictions upon all questions of social and civic duty and responsibility, and true as steel to the highest and the best in private living and in public thinking. At the hour of his death the physicians of the State, attending the annual convention of the South Carolina Medical Association in session at Charleston, were being entertained at the residence of Dr. R. S. Cathcart, one of Dr. Simons's former students, and when it was told that he had died, as the simple account in the News and Courier relates, "men whispered it to one another, and, in touching tribute to the memory of one so highly honored, one by one, silently, and without excessive use of words, bade their host good night."

JAMES M. WILLIAMS.

General regret is felt by the newspaper fraternity of Virginia, as well as by the people of Roanoke, that James M. Williams, one of the editors of the Roanoke World, has passed over the Great Divide into the "undiscovered country." His was a virile pen and the work that he did lives after him. For many years an editor, he helped mightily in advancing the interests and progress of Roanoke, where his life was spent. It but a few days, he did not have the requisite strength to ward off the Grim Reaper, yet in the midst of his suffering and feebleness, his indomitable courage and unflagging devotion to duty was manifest when he strove to arise from his bed, and tried to go back to Roanoke and report for duty. His forty-two years were spent in service, and he was just in the maturity of his powers when the invisible wire came the final "30."

"Why make game of Smith?" asks the Columbia State. Who's making game of Smith? Why should what Sam Blythe writes be called "slush"? It may be and often is; but why use such Cole Blease language in describing it? Why should the newspapers which have printed his "slush" about Smith be spoken of as "condulists"? What newspapers does the State mean? Besides, why should Smith be spoken of in this damnable way: "Such power of speech as he has"? Hooley for Smith! We know who elected him, and why! That was the time when Smith was really good game.

The Montgomery Advertiser has gotten into a bitter feud with the Dothan Eagle about the proper use of the words "learn" and "teach." If it will permit outside interference, we would suggest that it should do both.

"But thinking that it was merely a delinquent subscriber, we kept on with our work for several minutes." This is the first instance in the history of journalism where a country editor paid no attention to a man who wanted to "pay up." Of course, it happened in the office of the Orange Observer, and Sister Robinson must have been thinking of the Utopian lines of Kipling. "And no one shall work for money and no one shall work for fame."

Have you finished planting corn yet?" inquires the Orange Observer, just as if in Orange the people plant corn. Instead of the corn planting the people.

It is proposed to make a second attack on the old battleship "Texas" next Monday by a flotilla of torpedo boats and a monitor. The plan now is to try to finish the old ship with torpedoes, the fire from the new battleship having rendered her so helpless that almost any sort of craft can approach her with safety. If Phillips had only been on board, not one of them would have attacked the "Texas," which explains the difference between shooting at a mark and shooting at something that could not shoot back.

President Taft would probably sign the situation in Mexico if he would sign a dispatch to both Federals and Insurrectos like this: "You mustn't put in our back yard."

We suppose that Mr. Bryan would admit, if placed in the witness box, that the "price of a soul" depends upon whether it sits in the orchestra, the family circle, a box or the gallery.

Voice of the People

Roads as Monuments.

TO THE EDITOR OF THE TIMES-DISPATCH:—Sir:—In your editorial, Issue April 17, "The Road as Monument," you note that about 70 per cent. of the population of the United States are now operated by automobiles, and while you extol the position of our old friend, the automobile, you also give your readers a glimpse of the future of the automobile. You are right, the automobile is a wonderful stimulus that we can't see has in recent years been given the usefulness of the horse-drawn carriage, and a degree any inroads the horse-drawn carriage has made and leaves such a balance in favor of the horse-drawn carriage.

It would be a reasonable conclusion, were your figures correct, that any and all business looking to the care and equipment of the horse-drawn carriage, and the reverse is true. We make the statement that harness, etc., from year to year, and that the experience give you some figures to prove this statement as affecting our business.

In 1905 we shipped 12,418 sets of harness; in 1910, we shipped 17,209 sets of harness; for the first three months of this year, we have shipped 5,000 sets of harness; increase over the first three months in last year, 2,542 sets of harness.

This experience is not peculiar to ourselves, but is shared by our friends and competitors all over the country. In fact, we can tell you that the year book issued by the United States government shows the value of the horse to have more than doubled during the last five years.

From personal observation we have found the automobile to be a desirable thing to possess, bringing to the owner in most cases a return of 100 per cent. in benefits. At the same time any one who has ever driven a car knows it is a most expensive proposition, and not the thing to be owned by one who must make every dollar count.

We believe the automobile is a nice thing to own, but it is not to stay. In their development where the position of the horse will be seriously threatened, and in the world of business, in the face of facts like these it appears to us that you have unduly done your ancient friend an injustice, and we believe you are looking over your hand will prove the correctness of our observation.

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how becomes the vital arteries of our business life.

In the building of these modern highways there may be a happy blending of the sentimental and the utilitarian; for, as the road is the result of this busy, materialistic, commercial life, there is still deeper down in the souls of the people the sentiment of the former age, as when the great highway was built for the sacred precincts of the home and the sacred precincts of the State.

This blending of the two spirit worlds, as it were, in the propositions, so frequent nowadays, of building highways to facilitate access to rural places, or to commemorate the services of some noted warrior, patriot, or statesman, is a noble and patriotic effort to open up the paths of our Western world.

The proposition has been advanced that the life and services of Abraham Lincoln be commemorated by constructing a national boulevard from the city of Washington, where he died to the United States Capitol, to the city of Lincoln, Nebraska, where he lived. It is a noble and patriotic effort to open up the paths of our Western world.

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Wants

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Daily Queries and Answers

Book Agency.

1. Whom should I consult as to becoming a book agent?
 How old was George Washington when he died?
 1. You can find advertisement for agents in the newspapers and magazines.
 2. Sixty-seven.

Hint Agency.

1. What should I oblige an old subscriber by letting me know the name and address of—
 I have an agency in Richmond; if several merchants handle these hats give me two or three.
 M. E. BUCHANAN.

Send self-addressed stamp for reply.

1. What is the meaning of S. O. S. used in wireless telegraphy?
 D. S. O. S. is the international distress signal adopted by the international wireless code convention held in Berlin in 1906. In the code the letters do not stand for any words, but are adopted because of the ease in sending.

Wireless.

1. What is the meaning of S. O